

MINUTES

CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC) MEETING

San Diego, October 26, 2006

The third and last CTCDC meeting of year 2006 was held in San Diego, on October 26, 2006.

Chairman Farhad Mansourian opened the meeting at 9:10 a.m. with the introduction of Committee members and guests. Chairman Mansourian thanked the Caltrans District for hosting the meeting. The following Members, alternates and guests were in attendance:

<u>ATTENDANCE</u>	<u>ORGANIZATION</u>	<u>TELEPHONE</u>
Members (Voting)		
Farhad Mansourian Chairman	CA State Association of Counties Marin County	(415) 499-6570
Hamid Bahadori Vice Chairman	Auto Club of Southern California	(714) 885-2326
John Fisher	League of CA Cities City of Los Angeles	(213) 972-8424
Gerry Meis	Caltrans	(916) 654-4551
Ed von Borstel	League of CA Cities City of Modesto	(209) 577-5266
Merry Banks	California State Automobile Association	(415) 565-2297
Jacob Babico	CA State Association of Counties San Bernardino County	(909) 387-8186
Joe Whiteford	CHP	(916) 657-7222
<u>Alternate</u>		
Deborah Wong	California State Automobile Association	(415) 241-5847

ATTENDEES

ORGANIZATION

TELEPHONE/E-Mail

Ahmad Rastegarpour

Caltrans

ahmad_rastegarpour@dot.ca.gov

George Allen

City of Garden Grove

Monica Suter

City of Santa Ana

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Matt Schmitz

FHWA

Laura Wells

City of San Jose

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Charless Grey

Caltrans D-11

Bill Valle

Caltrans D-11

MINUTES

Adoption of June 14, 2006 CTCDC meeting minutes.

Motion: Moved by Ed von Borstel, seconded by Jacob Babico, to adopt the Minutes of June 14, 2006 CTCDC meeting held in Costa mesa, California. Motion carried 8-0.

Membership

Chairman Mansourian stated this is Gerry Meis's last CTCDC meeting due to the fact that Gerry is leaving the state services permanently by the end of this year. The Chairman added that Gerry worked 10 years in Southern California with Caltrans Districts 7, 8 and 11, then transferred to Sacramento Headquarters and worked on different assignments. Currently, Gerry is in charge of the Office of Signs, Markings, and Encroachment Permits. As a CTCDC representative, Gerry worked very closely with 440 cities and 58 counties. Gerry involved local agencies in every decision that took place in regards to traffic control devices. The Chairman presented a plaque to Gerry Meis on behalf of the Committee, which displayed a Carpool Sign. The plaque represented a memory of the Gerry's earlier career with Caltrans. Gerry had worked with onramp metering and carpool facilities during his earlier assignments with Caltrans District 7 in Los Angeles.

John Fisher stated that it was Gerry's vision to adopt the Federal Manual in California with the amendments to include California requirements. John stated that he remembers in 1998 when Gerry was attending the national committee meeting on uniform traffic control devices, and it was during that time that Gerry stated that he would like to one day see California adopt the Federal Manual as the standards for traffic control devices. John further added that in 1999, an item was placed on the CTCDC agenda, "Adoption of MUTCD in California." During that time, even some Committee members had doubt to accomplish this task. Finally, in May of 2004, California adopted the MUTCD 2003 along with the CA Supplement. Then the Committee further worked to combine the MUTCD 2003 and CA Supplement into a single document. The task to combine both documents took almost two years, and as of September 26, 2006, the MUTCD 2003 and CA Supplement had been combined as the CA MUTCD and officially adopted. John Fisher congratulated Gerry on this task and wished him good luck on his planned retirement by the end of this year.

Gerry Meis thanked Farhad Mansourian, John Fisher and the Committee Members for the positive remarks and stated that the Committee played a major role in the process to adopt the CA MUTCD. He stated that one day, if he looks back on his career, the most meaningful work he accomplished is by representing the CTCDC. He thanked the Committee, Johnny Bhullar of Caltrans, and numerous other individuals who participated in the process to adopt the CA MUTCD, which is a dynamic document.

Bill Valle, Chief Deputy Director, Caltrans District 11, thanked the Committee for holding the CTCDC meeting in Caltrans District 11 Office. Bill Valle appreciated Gerry Meis' contribution in the uniformity of traffic control devices and wished him good luck on his planned retirement. Bill Valle appreciated the Committee for their outstanding work in keeping uniformity for traffic control devices in the State of California and their leadership on innovative ideas. Bill Valle added that the uniformity is the key to provide safety on our roadways, and motorists see similar devices when they travel across the state or even across the United States.

Public Comments:

Chairman Mansourian asked for public comments on any item not appearing on the agenda.

George Allen, City of Garden Grove, stated that the City of Garden Grove would like to conduct an experiment with a "speed limit" number to be installed on the face of the green indication (green signal head). George stated that the City would submit a request to FHWA and then approach to the CTCDC.

Mike Robinson, Public Works Manager, Transportation Division, County of San Diego, talked about the speed limit process that was adopted in the CA MUTCD, versus to the old process outlined in the 1996 Traffic Manual. Mike Robinson stated that the County of San Diego is very consistent in following the California standards for the implementation of traffic control devices and in conducting business professionally. San Diego County has established a Traffic Advisory Committee, and Hamid Bahadori, Vice Chairman, CTCDC, is also a member of the committee. Mike Robinson added that at approximately 50% of locations, the speed limit would not change with the new guidelines, however, the other 50%, the speed limit would be above the 85th percentile speed, which does not sit well with the County Board of Supervisors. Personally, he stated that as a professional engineer, he does not like when the speed limit is above the 85th percentile. The County's Traffic Advisory Committee is collecting data to prove that the revised process is not good practice compared to the 1996 Traffic Manual. He stated that the County would submit data to the CTCDC for review and for consideration to go back to the old process.

Chairman Mansourian asked Mike Robinson to submit their report to the Committee and if there is valid justification, the issue could be reopened for discussion. However, he stated that the Committee had spent numerous hours on this topic and it was discussed by the sub-Committee, which included individuals from outside the Committee, and recommendations from the sub-Committee were included into the CA MUTCD.

John Fisher added to the Chairman that most of the members of the CTCDC are representing local agencies, and they recognize the difficulty Mike Robinson mentioned. However, it is the responsibility of the traffic engineer to establish a speed limit which does not create a speed trap. You do not want to penalize the law-obedient motoring public. This issue was debated internally and within the sub-Committee. The speed limit is not only established at the 85th percentile, but there are number of other factors needed to be considered, such as collision history, conditions not readily apparent, any unusual geometric conditions, pedestrians, and all other traffic conditions. At the same time, the Committee wants to be consistent with the Federal MUTCD guidelines.

Hamid Bahadori commented that the San Diego Advisory Committee is doing an excellent job.

Mike Robinson stated that when the traffic advisory committee finalizes the report, he will submit it to the CTCDC for review and further action, if warranted.

Chairman Mansourian asked for other public comments.

There were none.

Agenda Items

O6-7 MUTCD Revision No. I, Pharmacy Signing

Chairman Mansourian asked Gerry Meis to address agenda item 06-7 Pharmacy Signing.

Gerry briefed the Committee that two years ago congress passed a law to install signs for pharmacies that are open 24 hours, 7 days a week, and have a registered Pharmacist on duty. The CTCDC at that time under the provisions of California vehicle Code Section 21400, decided not to adopt pharmacy signing in California. However, Walgreens approached the Committee and requested them to reconsider their previous decision and to adopt a pharmacy signing policy in California. Gerry invited Eric Douglas of Walgreens, and asked him to address this item.

Chairman Mansourian asked Eric Douglas that during last meeting, the Committee asked you to come up with specific language for the proposal which addresses the concerns raised by the Committee members. The Chairman asked if Eric has this proposed language ready.

Eric responded that he does not have language with him, however, he would e-mail it to Gerry Meis. Eric further added that the MUTCD language is fine for general service signing, however there is a need to add language which addresses the specific service signs for rural areas.

Chairman Mansourian questioned the definition of a rural area.

Gerry Meis responded that a community with less than 5K population is considered a rural area. It is identified based on the Federal census track. Gerry stated that specific service signs are directed by State law. A reference to the State law could be added to the pharmacy signing policy which covers the specific service signs.

Jacob Babico stated that the policy should say 24/7 and 365 days instead of 24 hours and seven days.

Hamid Bahadori stated that the pharmacy sign at the freeway would require trailblazer signs on local roads, and there would be number of signs required in a 3-mile segment to direct an individual to the pharmacy. If the trailblazer signs have a logo on the city signs, it would cause a lot of problems for the locals. If there is more than one pharmacy in the same area, which one would have the logo, and how will they be signed at the local system? If a pharmacy goes out of business, how will the local agency and state be informed that the sign can be removed?

Chairman Mansourian stated that the Committee has discussed all these points during the last meeting and asked Walgreens to come up with a proposal addressing these concerns. The Committee has no policy proposal at hand to discuss and vote on. He asked the Committee members whether they would like to do word-smithing to develop a policy, or if they would like to ask Caltrans to bring a policy to the next meeting.

John Fisher stated that he does not believe there is enough information to act on it. He also asked that the policy should indicate which sign would be installed on the local roads. He stated that he would have concerns if a series of sign with logo would be proposed to install on local roads. It will be a serious problem with other local businesses.

Chairman Mansourian stated that policy developed by Caltrans should address the rural area definition, and also include that the pharmacy shall be opened 24/7 and 365 days, and to bring trailblazer signs and proposed policy to the next meeting.

Ed von Borstel asked what would happen if a pharmacy goes out of business.

Hamid Bahadori stated that the local agency needs to be in an agreement before installing signs on the State highways.

Gerry Meis stated that State already have a specific services signing program. If the pharmacy goes out of business, Caltrans or any other local agency may not find out for six months, because it will be difficult to monitor. To answer Hamid's question, there is an existing policy for specific services signs which states that the State will not install signs on the highway until the trailblazer signs are in place.

Chairman Mansourian asked Eric Douglas to consider blue Rx signs as a trailblazer sign. He stated that there would be a problem to install a logo on the trailblazer signs, because of the opposition of other businesses.

Eric mentioned that in the rural areas, there would not be more than one pharmacy to meet the requirements to having a registered pharmacist and a pharmacy that is open 24/7 and 365 days.

Hamid Bahadori asked who would initiate a request for a particular pharmacy to fulfill the requirements for signing.

Gerry Meis responded that it would be the responsibility of the pharmacy owner to initiate a request and work with the local agencies as well as with Caltrans.

John Fisher asked Matt Schmitz if he could elaborate on the signing package used in other states.

Matt stated that he is not convinced with the proposal to use specific services (logo program) signs in a rural area. He does not know what the benefit would be since there will not be more than one pharmacy that will meet the signing requirements. He believes the general service signs would be more beneficial to use. Furthermore, he stated that he was not making any suggestions.

Chairman Mansuorian suggested continuing the item for the next meeting and asked Walgreens and Caltrans to come up with a policy addressing all the concerns raised by the Committee.

Action: Caltrans and Walgreen will draft a policy for the next CTCDC meeting, for the Committee's review and action.

06-8 FHWA's Interim Approvals for Optional Use of Traffic Control Devices

Chairman Mansourian stated that he would like to divide this item into two parts. First, he asked for general discussion on interim approvals issued by the FHWA. He stated that any agency could receive approval to use a device which has received interim approval from the FHWA. If an agency from California has received approval from the FHWA and they have installed that device, later on if the CTCDC determines that they do not recommend the use of that particular device in California, and then the public agency is in a dilemma. Either they have to remove the device or they will be in a violation of CVC Section 21400.

Chairman Mansourian stated that he would like to suggest a policy on the above issue as follows:

As soon as the FHWA issues interim approval on a device, the CTCDC should review at the earliest possible time, and make a determination, whether the use of that particular device will be authorized in California or not. If the device would not be recommended to use in California, then the Committee write a letter to FHWA indicating that the particular device will not be adopted in California, therefore, no agency from California receive approval from the FHWA. In addition to that, when a California agency directly goes to the FHWA for experimental approval without getting concurrence from the CTCDC, the agency should be directed to ask first concurrence from the CTCDC. This is required due to CVC Section 21400.

Chairman Mansourian asked the Committee members their opinion on the proposal.

Hamid Bahadori stated that it is a good idea, because if an agency receives approval from FHWA, then later the Committee does not recommend the use of that device in California, then the experimenting agency is using a device which is not approved according to the CVC 21400. He agreed with the proposal.

Other Committee members were also agreed with proposal.

Chairman Mansourian asked Matt Schmitz, FHWA, comments on the proposal.

Matt stated that he would work with Chairman Mansourian on this issue. He believes that there should not be a problem at the FHWA Headquarters side. The key point is the CVC Section 21400. He further stated that the Committee might consider adding similar language to the CA MUTCD in Part A.

Motion: Moved by Hamid Bahadori, seconded by Merry Bank, authorizing the CTCDC Chairman to write a letter conveying the CTCDC concerns to FHWA.

Chairman Mansourian asked for the comments on motion.

John Fisher stated that he would like to amend the motion by adding that the CTCDC experimental guidelines reflect the revision policy.

Motion carried 8-0.

Action: Chairman Mansourian will write a letter to FHWA with the help of Matt Schmitz and reviewed by the Committee members.

Chairman Mansourian opened discussion on the second part which deals with the five interim approvals issued by the FHWA, which have been included in the agenda packet for reference.

Hamid Bahadori asked whether the Committee can act on all five items together or if they require taking action individually.

Chairman Mansourian responded that if there is no controversial item, then the Committee could consider all the items together.

Motion: Moved by Hamid Bahadori, seconded by Gerry Meis, recommending Caltrans to apply for a blanket approval on the five interim approvals issued by the FHWA, on behalf of all California agencies.

Chairman Mansourian asked for comments on the motion.

Ahmad Rastagapour, Caltrans, IT Branch Headquarters, stated that he has a concern with the second sentence of bullet three, on page 10 of the agenda which talks about “yellow trap.” The concern is when the FYA phase terminates simultaneously with the opposing main line through phase. The signal phase indication for the FYA left turn will turn to a steady yellow arrow and the signal phase indication for the opposing through will turn to a steady circular yellow. This is considered a conflict to a traffic signal controller and will trigger the traffic signals to go on flash.

Ahmad stated that he understands that the public agencies who are experimenting with the FYA had to reprogram their conflict monitors to accommodate this type of operation. Therefore, these conflict monitors may no longer monitor the conflicting green indications on these phases. It is also recommended that advance railroad preemption be required when railroad preemption exists at an intersection with FYA operation.

Chairman Mansourian asked whether there is proposed language to address or if it is being suggested that the Committee postpone the approval request for this item.

Ahmad responded that he would provide the language to Gerry Meis. He would suggest postponing approval request for this item.

The following language he recommends to be incorporated into the existing interim approval to address the concerns about the FYA operation:

General

Advance railroad preemption shall be provided at intersections with FYA operation.

Section 4.

A steady left-turn yellow arrow signal indication shall be displayed following the flashing yellow arrow signal indication only when the opposing through phase has been terminated and is displaying a steady circular red signal indication.

John Fisher stated that this concern was recognized at the Federal level, and they want to see if the FYA would cause any confusion to the left-turning motorists. The purpose of FYA is to alert the left-turn motorists to yield the opposing traffic while they have a green signal. When FYA goes to a solid yellow arrow for the left-turn movement and the opposing traffic also has a yellow ball, which is what the experiment will be testing. If the left-turn motorist were to perceive the solid yellow following the FYA as the clearance of a protected phase, then the fundamental concept of FYA would not be feasible. However, numerous experiments around the nation, thus far, are not finding that the solid yellow arrow

following FYA is being misinterpreted. Thus, there may be a technical "conflict" in the controller but there does not appear to be neither an operational conflict nor any significant motorist misinterpretation.

Hamid Bahadori stated that currently two cities in California are using this operation on six intersections under the authority of the Committee and the FHWA. The operation has received a lot of publicity and the Los Angeles newspaper has article on this experimentation. He has not heard anything negative about the operation. Hamid further stated that the California Vehicle Code does not talk about the FYA.

Gerry Meis stated that the issue in front of the Committee is to ask for blanket approval from FHWA for all the California agencies. The operational aspect is not an issue of the Committee. If Caltrans wants to operate differently, it is up to them.

Ahmad stated that he just wanted to make aware that there could be a potential "yellow trap" conflict with the third bullet as outlined in the FHWA memorandum. The minor adjustment can avoid this conflict.

John Fisher further informed the Committee that at the Federal level, the yellow trap has "should" conditions. However, California has a "shall" condition, and if an agency operates a signal with a "yellow trap", that would be a violation of California law.

Chairman Mansourian stated that the issue is to recommend Caltrans to ask for approval on five interim approvals issued by the FHWA. The operation of the signal is entirely a different issue. There was a motion on the table and it was seconded. The Chairman asked if there were any comments from the public. There were none.

He asked for a vote on the motion.

Motion carried 8-0.

Action: Caltrans will write a letter to the FHWA, requesting a blanket approval on five interim approvals.

06-9 Proposal to adopt G12-1(CA), G12-2(CA), R75-1(CA), S22-1(CA) and C43(CA) signs

Chairman Mansourian asked Gerry Meis to address agenda item 06-9.

Gerry Meis stated that the proposed signs included in the agenda packet are a request from Caltrans to the Committee for adoption as official traffic control devices. The G12-1(CA) and G12-2(CA) are required due to legislation. The G22-1(CA) "Vehicle Inspection Only No Loitering or Camping" sign is required because some motorists are using the vehicle inspection areas as a camping or as a dumpsite. The "Chain On Area Ahead" R75-1(CA) is proposed to identify the snow chain installation area due to the safety of the motorists and the installers. The C43(CA) "Wet Concrete" sign is proposed even though the construction area is coned off from the through traffic. However, sometimes construction personnel or other law enforcement individuals are allowed to drive in the coned area, not being aware of a new concrete slab, they could drive over it. To warn the construction and other staff about the new slab, the sign is proposed. Gerry further stated that "Wet Concrete" might not be an appropriate message since motorists are used to driving on the wet roadways. Therefore, the proposed message is open for suggestions.

Chairman Mansourian asked for comments from the Committee members and in particular he asked for comments on the individual signs.

John Fisher asked that the G12-1 (CA) and G12-2 (CA) signs have a complete message that identifies the role of the memorialized named person, such as "Joe Smith, CHP Officer". The practice has been to show the role or title. Without the role or title, the memorialized freeway or interchange has little meaning.

Gerry Meis responded that the message is generic for these types of signs, each sign will have a different name, and secondly it would be based on the message adopted by the Legislators through a resolution. Gerry Meis further stated that Caltrans could revise the message on a final sign specification when they develop standards and specifications for these two signs.

John Fisher further stated that the proposed sign "Chain On Area Ahead" is not clear. First of all, the proposed sign is "white on black" and the sign indicates "ahead", which means it is a warning sign. Therefore, based on the message, the sign should be a warning sign not a regulatory. He suggested changing the message to "Chain Installation Ahead" and it should be a diamond black on yellow sign.

Gerry Meis agreed to bring back the "Chain On Area Ahead" sign with a revised message.

There was no comment on the S22-1(CA) "Vehicle Inspection Only No Loitering or Camping" sign.

There were comments on the proposed message for the C43 "Wet Concrete" sign.

Hamid Bahadori stated that motorists are used to seeing these types of signs such as "wet pavement", and during the rain, the pavement will be wet and motorist would not hesitate to drive on wet pavement or wet concrete.

Joe Whiteford stated that people even ignore the "road closed" signs due to flooding, and that a "wet concrete" sign would not discourage them from driving over it.

It was suggested to change the message on C43 sign from "Wet Concrete" to "Fresh Concrete."

Gerry Meis agreed with the revision.

Chairman Mansourian asked for public comments.

Matt Schmitz stated that historically snow signs are Black on white due to the snow area. The proposed R75-1 sign is a regulatory, however the message is warning, because it says "ahead".

There were no other comments.

Motion: Moved by Hamid Bahadori, seconded by Ed von Borstel, recommended to adopt signs G12-1(CA), G12-2(CA), S22-1(CA) and C43(CA) as discussed by the Committee, and G12-1(CA), G12-2(CA), and C43(CA) reflect changes as recommended by the Committee.

Motion carried 8-0

Action: Caltrans will develop the standards and specifications for the signs, and if they would like to pursue the R75-1(CA), the revised sign will be placed on the next CTCDC agenda.

Request for Experimentation:

03-6 Radar Speed (Speed Feedback) Display Sign

Chairman Mansourian asked the City of San Jose to address the agenda item Radar Speed Display Sign.

Laura Wells thanked the Committee and stated that the City of San Jose studied a changeable message sign (CMS) in early 2000 and results were positive. However, that study was not done under the approval of the CTCDC. In 2003, the City of San Jose came to the CTCDC and received approval to conduct the experiment with changeable message signs (CMS) using different modes. The purpose was to determine whether the CMS would have positive impact on driver behavior to follow the speed limit in school zones. A final report was submitted to the Committee a few weeks ago through the Committee Secretary. Laura Wells shares the summary of the study with the Committee members.

Laura Wells stated that the signs were programmed to display different modes of operation, as follows:

Mode One, "Speed Limit Display"
Mode two, "Your Speed Display" and,
Mode Three, "Speed Limit 25", and "Your Speed"

Laura Wells further stated that 8 signs for mode one, 10 signs for mode two, and 13 signs for mode three were installed. Speed and volume data were collected before and after the sign installations. The following is the speed change summary under different modes:

Mode One: The change in average speed varied from a drop of 3.5 mph to an increase of 1.3 mph for morning hours. For the afternoon, the change in speed varied from a drop of 3.8 mph to an increase of 0.5 mph. Taking a weighted average, the overall speeds for the school dropped 1.3 mph for morning and 1.4 mph for the afternoon periods.

Mode Two: The average speed change varied from a drop of 3.2 mph to an increase of 2.8 mph for the morning; and the afternoon speed change varied from a drop of 3.3 mph to an increase of 2.6 mph. Again, taking the weighted average, the overall speeds for all schools dropped 0.8 mph for the mornings and 0.7 mph for the afternoon periods.

Mode Three: The change in average speed for the morning varied from a drop of 6.7 mph to an increase of 4.5 mph, and in the afternoon; the change in average speed varied from a drop of 5.0 mph to an increase of 3.9 mph. For all schools, using weighted averages, the overall speeds dropped 0.1 mph for the mornings and 0.3 mph for the afternoon periods.

Hamid Bahadori commented that he was surprised to see an increase in speed by using these signs. He stated that decrease in a speed at certain locations and increase at other locations almost cancelled out.

John Fisher asked whether the stationary speed limit sign was replaced with the experimental sign, under mode one, or if the CMS was used as a supplemental sign.

Laura responded that the CMS was used in addition to the existing speed limit sign.

Laura further stated that along with the speed data, motorist surveys were conducted at one school in each mode of operation. San Jose police officers were used for the survey and each location about 100 motorists that were over the speed limit were flagged for the survey. Motorists were asked for their observations about the speed limit, what information was displayed on the sign and its effectiveness in reducing speeds. The following were the observation on the speed survey for each mode:

Mode One: 58% of motorists noticed the sign. 82% of motorists acknowledged they knew they were in a school zone. Slightly over half (51%) of the motorists knew that the sign was displaying 25 MPH. Only 37% of the motorists thought they were driving between 25 and 30 MPH. 64% of motorists thought that the signs were effective in reducing speeds.

Mode Two: Slightly over half (51%) of the motorists noticed the sign. 92% of motorists acknowledged they knew they were in a school zone. Only 40% of the motorists saw the displayed message of “YOUR SPEED” on the sign. Majority of drivers (69%) believed they were driving between 25 and 30 MPH. 74% of motorists felt the signs were effective in reducing speeds.

Mode Three: 54% of motorists noticed the sign. 92% of motorists acknowledged they knew they were in a school zone. Only 13% of motorists said that they saw the message “YOUR SPEED” displayed on the sign. When asked whether they believe the speed displayed on the sign represented their vehicle, only 47 motorists responded to the question, with 20 motorists responding that they felt the sign had captured their speed. When asked what speed the sign was displaying, only 31 motorists responded to the question, with 26 motorists indicating they saw the sign displaying 25 mph. 61% said they thought they were driving between 25 and 30 mph.

Gerry Meis asked whether the motorists were asked that if they believe the signs were used for enforcement purposes.

Laura Wells responded no, because, they do not want to create any confusion or congestion. Also, they were concerned about the police officer’s time.

Jacob Babico asked whether the City collected additional information about the roadway features such as how many lanes in each direction, if the street was divided or undivided.

Laura responded yes and the roadway details are mentioned in the report submitted to the Committee. Laura stated that the reviewing of the observations for each survey it appears that Mode One “SPEED LIMIT 25”, and Mode Two “YOUR SPEED XX” had better results than Mode Three “SPEED LIMIT 25 / YOUR SPEED XX”. With the Mode Three operation (dual mode) driver surveys, when asked questions pertaining to the speed displayed on the sign, very few motorists indicated that they saw the displayed speed. It is possible that the dual nature of the sign was confusing to motorists leaving many of them unable to answer the questions.

Hamid Bahadori commented that he agreed with the conclusion, because Mode Three’s message is confusing.

Laura Wells added that a fourth mode was tested which displayed the message, “Speed Limit 25 and Slow Down” when a vehicle was detected over the speed of 30 mph. The following table shows the Supplement data collected at Boeger Middle School with all four modes:

Table 13 – Supplemental Traffic Data for Boeger Middle School

Modes	Dir	School Drop-off / Pick-up Periods				Change in Speed		Weighted Average (MPH)
		Morning		Afternoon		Morning	Afternoon	
		AVG (MPH)	Volume	AVG (MPH)	Volume	AVG (MPH)	AVG (MPH)	
Mode 1 <u>Speed Limit 25 MPH</u>	EB	30.9	580	31.6	580	- 4.7	- 4	- 5.9
	WB	29.0	700	29	770	- 6.7	- 7.6	
Mode 2 Your Speed XX	EB	32.5	607	33.1	727	- 3.1	- 2.5	- 3.5
	WB	31.7	770	32.0	474	- 4	- 4.6	
Mode 3 Speed Limit 25 MPH / Your Speed XX	EB	31	670	29	594	- 4.6	- 6.6	- 5.3
	WB	31.7	435	31	770	-4	- 5.6	
Mode 4 Speed Limit 25 / Slow Down	EB	32.4	591	32.4	718	- 3.2	- 3.2	- 4.4
	WB	30.5	760	30.0	435	- 5.2	- 6.6	
Signs Off	EB	35.6	366	35.6	582			
	WB	35.7	616	36.6	394			

Note: To receive a copy of the complete report, please e-mail at devinder_singh@dot.ca.gov or call at (916) 654-4715

Table 14 – Supplemental Traffic Data for Sylvandale Middle School

Modes	Dir	School Drop-off / Pick-up Periods				Change in Speed		Weighted Average (MPH)
		Morning		Afternoon		Morning	Afternoon	
		AVG (MPH)	Volume	AVG (MPH)	Volume	AVG (MPH)	AVG (MPH)	
Mode 1 <u>Speed Limit 25 MPH</u>	EB	27.3	793	27.7	680	- 6.1	- 6.9	- 5.6
	WB	30.0	627	29.7	450	- 4	- 4.9	
Mode 2 Your Speed XX	EB	26.7	883	27.9	583	- 6.7	- 6.7	- 5.6
	WB	29.9	655	30.3	555	- 4.1	- 4.3	
Mode 3 Speed Limit 25 MPH / Your Speed XX	EB	27.2	695	28.5	590	- 6.2	- 6.1	- 5.8
	WB	28.3	690	29.4	520	- 5.7	- 5.2	
Mode 4 Speed Limit 25 / Slow Down	EB	26.8	764	27.9	563	- 6.6	- 6.7	- 6.2
	WB	28.0	718	29.0	605	- 6	- 5.6	
Signs Off	EB	33.4	459	34.6	449			
	WB	34.0	515	34.6	478			

Laura Wells stated that the City could not make a conclusion about which mode is better over the others. The following conclusion is from the final report:

Conclusion

In the initial study, Mode 1 operation produced slightly better results from an evaluation of reduction in average speeds and the motorist surveys. However, the overall results of a 1.3 mph change in motorist speed levels after the RSD signs were in operation is not significantly different from the other modes of operation.

The supplemental study produced mixed results. Speed levels at Boeger Middle School were lower while RSD signs were in either Mode 1 or Mode 3 operation, while speed levels at Sylvandale Middle School were only slightly better with RSD signs in Mode 4 operation. In the supplemental study it is not known how much an effect the RSD signs had on motorist behavior as current data were not collected during the school periods while the signs were not in operation. Doing so would have required that the signs be turned off for a minimum 30-day period, which was not recommended.

Based upon the results of this study, San Jose can not provide a recommendation on which mode of operation is preferable. Each mode of operation had both positive and negative results and no mode of operation produced definitively better results than the other modes. It is apparent that whether an RSD sign is even effective is dependent upon a lot of factors, many of which were not evaluated during the course of this study. In addition, while it is unclear whether the RSD signs had a benefit in some locations beyond the posting of static school signage, the presence of the RSD signs were beneficial at many of the schools, in either one or both directions of travel and during either or both the drop-off and pick-up periods.

With regards to the Mode 3 operation, although the display of the dual message is not an MUTCD approved operation of the RSD signs, it did show positive results in some of the school zones. Based upon this, San Jose would be supportive of the continued use of this operation in some applications.

Chairman Mansourian asked if that concluded the presentation.

Laura Wells responded yes.

Chairman Mansourian commented that since the City is not recommending any CMS mode, then the CA MUTCD has an official policy on a "Speed Feedback" sign (Your Speed) and that should be used by all agencies. The sign used by different agencies in school zone areas could be programmed easily to display the "Speed Feedback" message.

Jacob Babico suggested accepting the report and he complimented the City of San Jose for collecting detailed information on the experiment and for submitting a very good report.

Chairman Mansourian suggested that another possibility is to establish a group of individuals represented from the CTCDC and from the cities who conducted experiments with these signs to make a recommendation to the Committee whether they believe other modes should be adopted in addition to the "speed feedback" sign.

John Fisher thanked the City of San Jose and stated that the City of San Jose has always done an outstanding job on the experiment authorized by the CTCDC. John further stated the sign that flips back and forth is confusing to motorists.

Hamid Bahadori stated that if the Committee does not make recommendations, then all the agencies who have installed these signs are not in compliance with the CA MUTCD. Hamid further stated that information provided to the Committee does not tell which sign is better.

Chairman Mansourian stated that Mode Two is an official approved sign that has been included in the CA MUTCD, and that sign should be used if the Committee does not make a decision on other Modes.

Hamid Bahadori stated that the Committee should allow maximum flexibility on the use of these signs and maybe come up with a policy.

Joe Whiteford stated that the sign which displays "speed limit and your speed" is confusing and in his opinion "your speed" sign should be used with the speed limit sign. Joe Whiteford further stated that he is not familiar with the signs used in school areas. However, if the sign displays a message only when the students are going to and from the school, then message is helpful to warn motorists about their speed. It makes a difference when a child is on the sidewalk vs. when a child is in the playground behind a fence.

There were no other comments.

Chairman Mansourian asked for public comments.

George Allen, City of Garden Grove, stated that their radar sign in school zones are activated only during school hours. When students are going to and from school the message displayed is "speed limit and vehicle speed". The signs are blank during the hours when school is not in session.

Motion: Moved by Ed von Borstel, seconded by John Fisher, to accept the report submitted by the City of San Jose and to continue to retain the California MUTCD language regarding speed feedback signing.

The second part was to have Caltrans communicate with all agencies who have installed these signs to inform them that the only approved sign is a speed feedback (Your Speed) sign.

Motion Carried 7-1. Hamid Bahadori abstained.

Action: Item completed.

03-15 Radar Speed Sign

Chairman Mansouiran stated that the City of Fremont has submitted their final report on the experiment authorized by the Committee with radar speed signs. He suggested that the Committee accept the report and allow the use of devices continuously until the Committee makes a final decision.

The Committee members agreed with the Chairman's comments.

Clarification:

Please see motion (Page 16 and 17) passed by the Committee under item 03-6. Item 03-15 was heard before the Item 03-6 was discussed.

99-13 Illuminated Payment Markers on Median Barrier

Chairman Mansourian asked Gerry Meis to address the agenda item Illuminated Pavement Markers.

Gerry Meis stated that when Caltrans District 7 requested for the experiment with illuminated markers few years ago, internally illuminated markers were not standard devices at that time. Now the CA MUTCD Section 3B.14 does allow the use of internally illuminated pavement markers. Therefore Committee does not need to act on this item.

The Committee members agreed with Gerry's comments.

Action: Item closed

02-15 Radar Guided Dynamic Curve Warning (RGDCW) System

Chairman Mansourian stated that there is a report in the agenda packet and asked Gerry Meis to address agenda item 02-15 RGDCW System.

Gerry Meis stated that Caltrans District 5 requested experiment with a radar-guided curve warning sign (extinguishable message sign). The study indicates that the sign has positive impact on the motoring public. However, the District would like to continue monitoring and collecting more data before they make final recommendations.

Hamid Bahadori asked that how long a device needs to be used under experimentation before making a recommendation to the Committee.

Chairman Mansourian commented that in Hamid's opinion, Caltrans should go ahead and develop a policy if they believe that the experiment has successful results.

Gerry stated that there are only a few signs on State highways. Caltrans District 5 installed one on Highway 17. The message displayed on the sign is "45 MPH Curve Ahead" and then the approaching vehicle speed such as "70 MPH" to warn the motorist that your speed is unsafe.

Note: Some of the Committee members were under the impression that this experimental sign is similar to the "Speed Feedback" sign. However, it was clarified that the "Speed Feedback" sign only displays approaching vehicle speed and it is usually installed with a stationary speed limit sign. The "Speed Feedback" sign does not flip back and forth with alternative messages such as the experimental sign which displays two messages "curve speed" and then "vehicle's speed".

Chairman Mansourian stated that he would suggest placing this item for the next meeting under the action items and asked Caltrans to bring a draft policy for Committee's review and action.

The Committee members agreed with Chairman's comments.

Chairman Mansourian asked for other comments.

Matt Schmitz stated that the "Speed Feedback" sign does not flip back and forth with different messages. It displays only the vehicle speed and it has "shall" conditions. He suggested not going with variable message signs.

Mike Robinson stated that he has driven through Route 80 and that in his opinion the sign is a great tool for information. He added that changeable message signs that are used in school zones are nice to have for versatility where speed limits vary.

Chairman Mansourian asked for other comments.

There were none.

Motion: Moved by Jacob Babico, seconded by Ed von Borstel, to place this item on the agenda under the action items and request that Caltrans bring a draft policy for the Committee's consideration.

Motion Carried 8-0.

Action: Caltrans will develop the policy and place this item on the agenda for the next CTCDC meeting.

06-10 Expedited Process to Adopt Word Message Signs

Chairman Mansourian stated that next agenda items are discussion items and discussion could end up in two ways. The item could be dropped and nothing further is done, or after the discussion, the Committee might consider placing on the agenda for a future meeting under action items. He asked Gerry Meis to discuss the first discussion item, "Expedited Process to Adopt Word Message Signs."

Gerry Meis stated that under Federal guidelines any highway agency may develop word message signs to notify road users of special regulations or to warn road users of a situation that might not be readily apparent. However, in California, the CA MUTCD does not allow local agencies to develop word message signs, except they may develop place/facility name or day, date, time portion of the word message on signs to notify road users of special events/circumstances or to warn road users of a situation that might not be readily apparent. The proposed language will expedite the process, e.g. if a local agency has the need for a text message sign and the agency brings that proposed sign to the CTCDC, the CTCDC with their collective judgement could recommend Caltrans to develop standards for the sign or the CTCDC could say that a experimentation is needed for the proposed sign. Gerry added that sometimes local agencies pass resolutions to place certain signs, and now the only way they can install is under experimentation. The proposed process will bypass the experimentation requirements if the CTCDC believes that the device fulfills a need.

Chairman Mansourian asked for comments from the Committee members.

Hamid Bahadori stated that based on his experience with local agencies, there are traffic engineers who believe that they have excellent ideas to mitigate traffic problems. Each of them will come up with different solutions. Local agencies every day receive different ideas from the local residents, neighborhood, and homeowner associations, with suggestions on how to improve traffic problems in their neighborhood. The bottom line is that the proposal will be like opening a floodgate. He commented that the current process is, if there is an agency or vendor approaching the Committee for a new sign, there needs to be a demonstrated problem and a solution. If someone has excellent ideas, let them bring them to the Committee. Same time the trend is towards more symbol signs instead of text message signs. He stated that he does not support the idea.

Jacob Babico stated that he agreed with both Hamid and Gerry's comments. Sometimes an agency should be able to use existing sign with minor changes, e.g. "hazardous material prohibited" which is a standard sign and this could be modified to accommodate "fireworks prohibited."

Ed von Borstel stated that he agreed with Hamid comments.

John Fisher stated that if an agency passed a resolution under the CVC guidelines to install a sign, then that sign might have a need to be standardized, because there might be a need by other local agencies.

Merry Banks stated that consistency and uniformity is the key for the travelling public and she does not want to confuse the motoring public with too many signs.

Joe Whiteford stated that he agreed with Hamid and Merry's comments.

Chairman Mansourian stated that if we allow the local agencies to develop text message signs without going through some evaluation, there will be numerous requests coming to the CTCDC and the Committee will loose control.

Jacob Babico stated that there is a standard sign called “rock slide ahead”, and to accommodate field conditions the message could be changed to “mud slide ahead”. What is wrong with this modification? There are certain signs which could be changed to accommodate actual conditions such as, “hazardous materials prohibited” to be modified to use as a “firework materials prohibited.”

John Fisher asked if the Committee currently has discretion to adopt a sign without going through experimentation.

Gerry Meis responded that in the past, the Committee has recommended to Caltrans on certain occasions.

John Fisher stated that if the Committee presently with their collective judgement determines that the device fulfils the need, therefore no experimentation is needed and can recommend Caltrans to develop the standards for the device, then what Gerry is asking is redundant.

Chairman Mansouiran stated that this is a discussion item and he believes that Committee members are not ready to suggest placing this under action items. He further commented that the Committee has recommended in the past to develop standards and specification without going through the experimentation. The proposed language would open to many new sign requests. Therefore, the item is completed at this time and no further action is needed.

Clarification: This item (06-10) was heard before the Committee considered item 06-9.

06-11 Alternative to the Approved Bicycle Pavement Marking

Chairman Mansourian stated that their jurisdiction would like to use a "Share The Road" sign message with a "Bicycle Symbol" as a pavement marking to alert the motorist that the particular roadway is shared with the bikes. He stated that in his opinion any sign could be replicable as a pavement marking. Basically, the discussion in front of the Committee is if an agency can use a "Share The Road" sign message with a "Bicycle Symbol" as pavement markers? The roadway where these pavement marking will be placed are so congested that a "Share The Road" sign is not visible and there is not enough pavement to stripe a separate bike lane.

Hamid Bahadori asked what color the pavement marking would be, white or yellow?

Chairman Mansourian responded that color of the sign is yellow, however the pavement marking would be white.

John Fisher stated it is correct that warning signs can be supplement with stencils on the pavement such as, "slow school crossing", "no left turn", "curve" warning etc..

Gerry Meis asked why not use the symbol approved by the Committee which was experimented by the City of San Francisco.

Chairman Mansourian responded that the bicycle symbol adopted by the Committee could be used to guide bicyclist where to position on a roadway, however the proposed pavement marking is for the roadway users to inform that the roadway is shared by bikes.

Hamid Bahadori stated that the bicycle pavement marking approved by the Committee is only where the parallel parking is allowed and the roadway is wide enough to accommodate a bike and motorist side by side.

There was no further discussion.

06-12 No Parking Signs

Chairman Mansourian stated that the City of San Francisco is not attending the meeting. The information submitted by the City of San Francisco was included in the agenda packet and there are numerous signs installed by the City which are covered neither by the MUTCD 2003 nor by the CA MUTCD. He suggested that instead of discussing amongst the Committee members, he would like to establish a Sub-Committee and ask the Sub-Committee to discuss this matter and provide an update during the next CTCDC meeting. He asked John Fisher, CTCDC member, City of Los Angeles, Jacob Babico, CTCDC member, County of San Bernardino, and Mike Robinson, County of San Diego, who was sitting in the audience to represent the Sub-Committee. Chairman Mansourian also asked the Secretary of CTCDC to contact the City of San Francisco and County of Sacramento to be part of the Sub-Committee.

John Fisher, Jacob Babico, Mike Robinson agreed to participate in the Sub-Committee.

Hamid Bahadori commented that some of the signs are not making any common sense, such as the 10-mph sign, and the supplemental message is not even readable. These signs are not enforceable and the Committee should not do anything.

Chairman Mansourian stated that the Committee has to address this issue and the Sub-Committee is the right approach to deal with the issues.

John Fisher stated that the real issue is parking signs, some of them are red on white, black on yellow, green on white and white on blue. What we need to do is to develop some standards for different situations. For example, the MUTCD 2003 and CA MUTCD are silent on loading zone signs. He added that he agrees to work with the Sub-Committee.

Chairman Mansourian asked John Fisher if he would lead the Sub-Committee.

John Fisher agreed to that.

Chairman Mansourian suggested John Fisher to arrange a meeting amongst the Sub-Committee members and report the results during the next CTCDC meeting.

06-13 Proposal to Amend Section 7B.08 and 7B.12

Chairman Mansourian asked John Fisher to address the proposal to amend Section 7B.08 and 7B.12 of the CA MUTCD.

John Fisher stated that the City of Santa Ana is proposing to amend Section 7B.08 and 7B.12 to allow the optional use of S4-5 or S4-5a signs instead of Assembly D. John referred to pages 46 through 50 of the agenda packet. He stated that the City of Santa Ana would like to see an optional use of S4-5 or S4-5a signs in lieu of Assembly D for the signing of school zones. The City of Santa Ana believes that reduced speed zone ahead sign S4-5 or S4-5a would be more appropriate than Assembly D installations where the speed is higher than 25 mph through the school zones. Additionally, it would be consistent with other requirements to post reduced speed zone signs in advance of lower speed signs and the diamond-style speed reduction warning signs (like the S4-5 or S4-5a) are appropriate and commonly occur on arterial types of streets. In contrast, the Assembly A & D signs look rather similar to one another and the Assembly A signs have historically been used generally for streets with more residential character rather than for arterial types of higher-speed roadways. The City suggested that where the speed zone is 25 MPH and speed does not change, Assembly D could be eliminated in advance of Assembly As. The Assembly D could continue to be retained as a shall condition in advance of Assembly Bs, unless an Assembly A or C is already posted. This would match prior practice. Also, the Federal MUTCD has “should” conditions and the CA MUTCD has a “shall” condition for Assembly D. John Fisher turned over the item to Monica Suter, City of Santa Ana.

Monica Suter gave a PowerPoint presentation to address this item. She also pointed out some discrepancies in the school Assembly signs illustrations, shown in Figure 7B-1(CA) versus the actual dimensions given in Table 7B-1. The illustration shows that S4-3, W16-7p and W16-9p plaques are as wide as the S1-1, however, the dimensions listed in Table 7B-1 are not consistent with the Figures. Additionally, the “school” plaque is shown as relatively smaller in width compared to the S1-1 above. She showed some field photos of “School Advance Warning” (S1-1) with the “School” (24 x 8” plaque)—which creates the Assembly A. With these sizes, the plaque was not legible from a distance of 180 feet. Additionally, an even smaller “School” plaque of 12 x 6” is allowed in the table. By comparison, the S1-1 with “Ahead” plaque is much more legible since it has fewer characters and its conventional size is 24 x 12” instead of 24 x 8” for the “School” plaque. Prior CA practice, precedence and the California Vehicle Code indicate how important Assembly A and C signs are. However, under the current manual, the Assembly D stands out more and essentially “upstages” the importance of the Assembly A sign given the default plaque sizes where the size of “Ahead” plaque is larger and stands out much more than the “School” plaque which has more characters. Monica suggested that the relative size of the “School” plaque should probably be the same width as the S1-1 while the “Ahead” plaque should probably be smaller in width than the S1-1 signs as a “shall” condition. In general, she suggested that all sign sizes should be reviewed and modified based on the relative importance of each sign and for consistency in Table 7B-1(CA). (She would be willing to help provide input for that process.)

Monica Suter also discussed school-signing practice before the adoption of the 2004 Supplement and CA MUTCD as of September 2006. She noted that with the current practice, the signing of school zones is a challenge on shorter blocks of 100-200 feet in some urban settings. To provide all of the newly required school signs, particularly the Assembly D, can lead to excessive sign posting in and around school zones and a bit of a more clustered effect compared to the prior practice of the 1996 Traffic manual. In some cases, engineers are having to relocate Assembly As and Cs to less desirable locations (giving less advance notice of these commonly understood signs) to accommodate all of the new (particularly Assembly D) school signs now required. The school signing prior practice was more simplistic and consistent in the 1996 Traffic Manual and seemed to achieve the desired result for many years. In

addition, 1996 Traffic Manual practice did not have what looks like redundancy with the Assembly Ds looking too much like Assembly As, even though it did utilize the W63 and W65 (now S1-1 and S4-3) signs.

Monica Suter shared the current school signing practice outlined in the CA MUTCD. She discussed the school zones signs with prima facie 25 mph speed limits that are continuous to a school building or school grounds and on streets with speed limits above 25 mph.

For a school zone posting in a 25 mph speed zone, prior practice would only require the Installation A (W63 and W65 (Now Assembly A) at or in advance of the school boundary and Installation B as an option (W66 and W66A) at uncontrolled crosswalks. Then where an Installation B (now Assembly B) was installed, a W63 sign (now Assembly D) was required in advance of the B unless an A or C was already installed. With the current practice, the MUTCD 2003 Revision 1 only has the “School Advance Warning” (Assembly D) as a should condition in advance of already 25 mph streets but lists it as a shall condition in advance of what CA refers to as Assembly C. In prior practice, when a school was located in an area with a speed greater than 25 mph as long as either an A or C was posted in advance of the B, no additional W63 or Assembly D was required. And, this difference is significant where there is little length to place all of these school signs on shorter blocks. With the current practice, Assembly D followed by Assembly C or A and then another Assembly D for the upcoming Assembly B is now required by the CA MUTCD. However, the Assembly D is particularly redundant in advance of Assembly As since the Assembly D looks rather similar to the A and the speed limit of the street is not being reduced since it is already a 25 mph residential street.

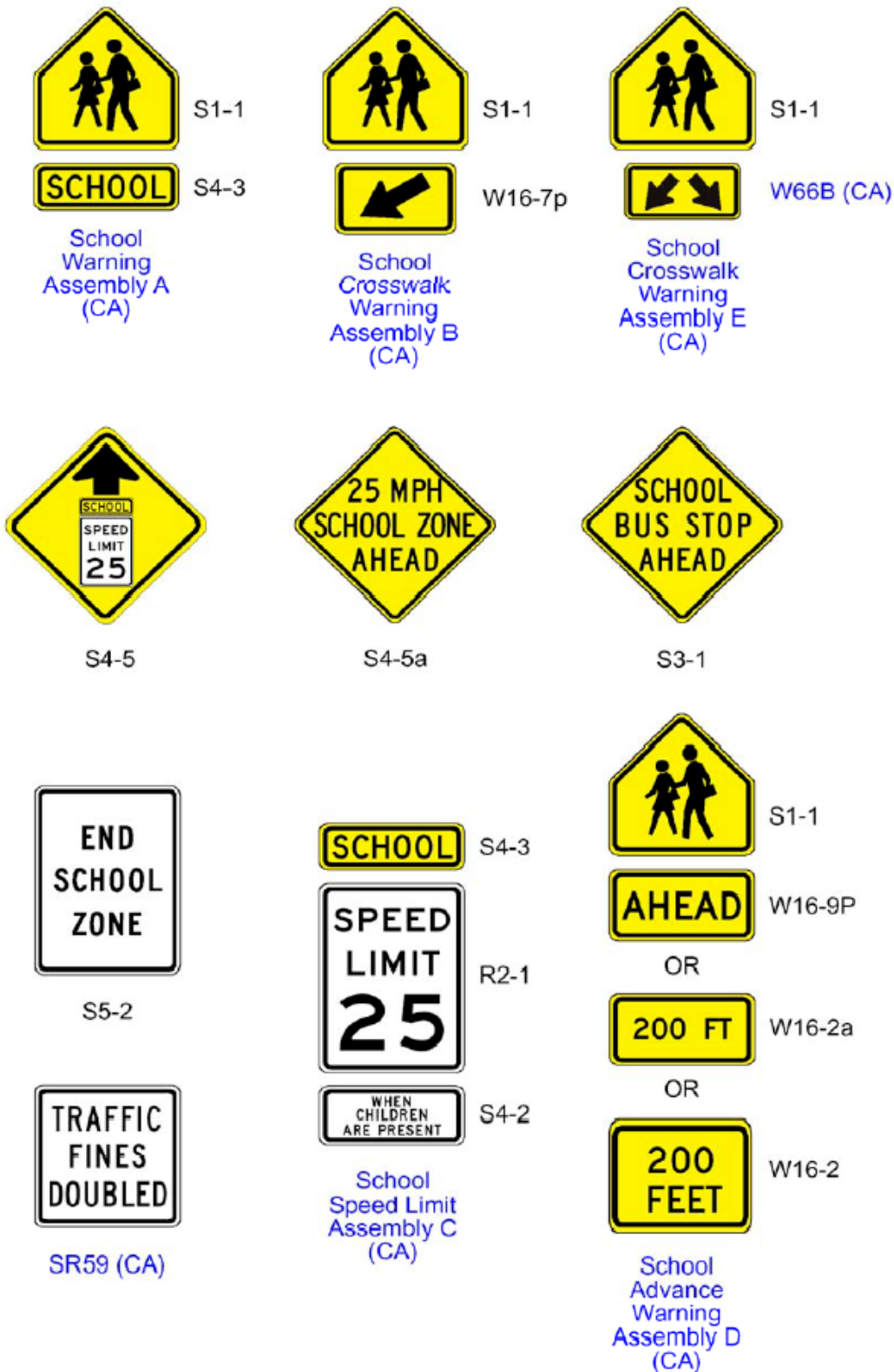
In contrast, the Assembly C is reducing the speed of a higher speed street from possibly 45 mph or higher down to 25 mph. For this reason, the new S4-5 and S4-5a signs are a diamond-shaped type of warning sign that drivers often see on arterials. As such, and given that the speed limit may be reduced as much as 20 mph or even more, this type of sign seems very appropriate in advance of Assembly Cs. However, the Assembly D does not specifically say to a driver that a reduced speed limit is ahead—it only shows a picture of school students which may be more of a vague message where a reduction in drivers’ speeds is the goal when they are approaching a school zone at 45 mph or higher.

For these reasons, the City of Santa Ana requests that

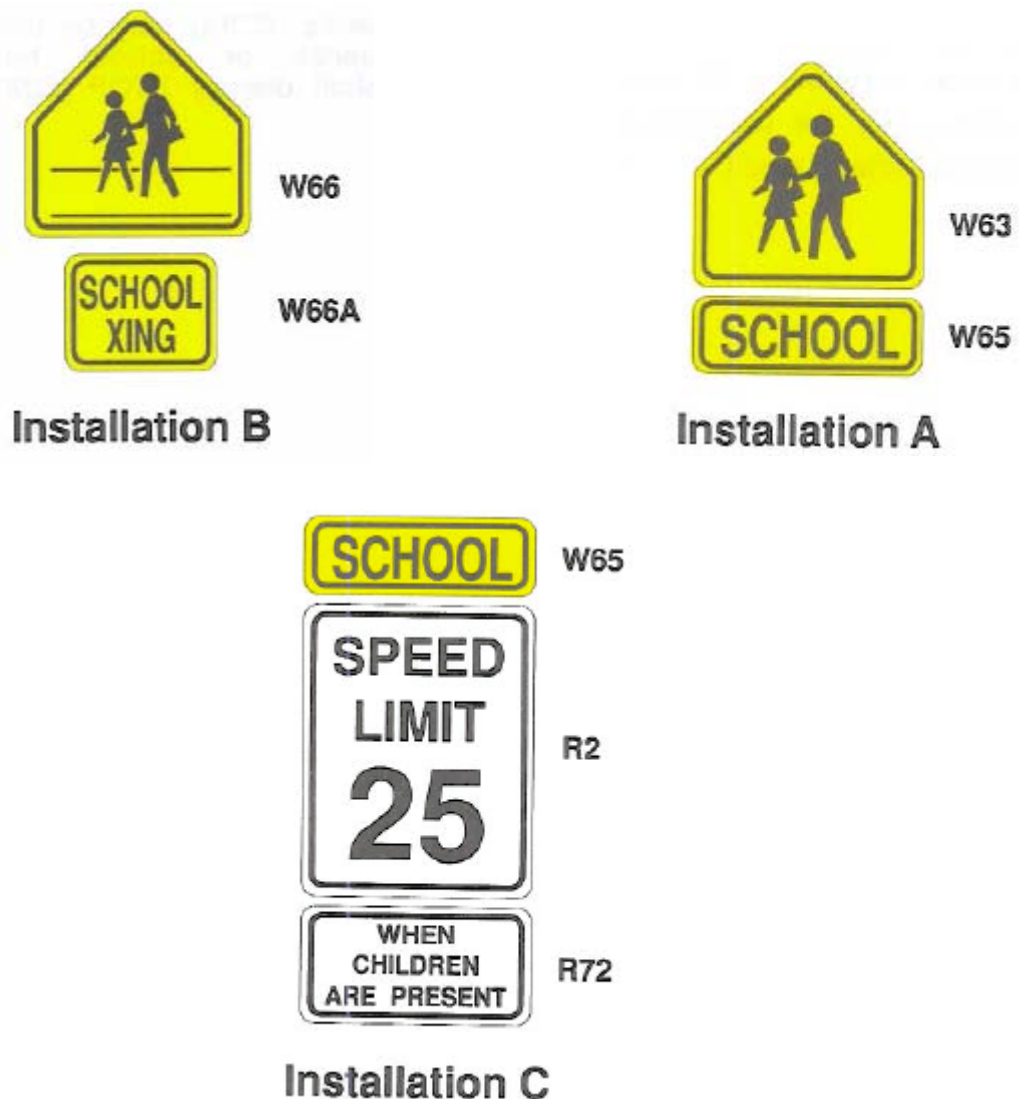
1. the CTCDC revisit and modify the sign sizes for all supplemental plaques based on the aforementioned.
2. the CTCDC remove the Assembly D from Figure 7B-2(CA) where it is shown in advance of the A and only show it in advance of the Assembly B with a footnote or asterix indicating that exact sign locations may need to be adjusted for field conditions and Section 2C.05. Additionally, it is requested that the CTCDC indicate that on shorter blocks where it is not possible to install both the Assembly A, and a D where there is a B based on field constraints, that the Assembly A may be accepted in lieu of the Assembly D for such cases.
- 3 the CTCDC consider the City’s prior alternative wording or replace the Assembly D in Figure 7B-3(CA) with the S4-5 or S4-5a as a “shall” condition in lieu of the Assembly D since it is more specific for that application. Then, add in the Assembly D into the figure in advance of the Assembly B with an asterix indicating that exact sign locations may need to be adjusted for field conditions and Section 2C.05. Additionally, it is requested that the CTCDC indicate that on shorter blocks where it is not possible to install both the Assembly C, and D where there is a B based on field constraints, that the Assembly C may be accepted in lieu of the Assembly D for such cases.

Additionally, the following page contains the different assemblies used in current practice and the prior Installations used from the 1996 Traffic Manual.

Figure 7B-1(CA). School Area Signs



The following Installations were from 1996 Traffic Manual:



Monica suggested amending Sections 7B.08 and 7B.12 of the CA MUTCD as follows:

CA MUTCD Section 7B.08

Standard—1st paragraph be modified (as underlined) to say:

The School Advance Warning Assembly D(CA) shall be used in advance of any School Crosswalk Warning Assembly B(CA), or School Crosswalk Warning Assembly E(CA). The S4-5 or S4-5a shall be installed in advance of Assembly Cs to indicate that the posted speed limit is being reduced.

CA MUTCD Section 7B.12

Standard - first two paragraphs be modified to say:

The Reduced Speed School Zone Ahead (S4-5, S4-5a) sign (see Figure 7B-1(CA)) shall be used to inform road users of a reduced speed zone in advance of the School Speed Limit Assembly C(CA).

Monica suggested that Assembly D is redundant and in the case where there is a need to warn the motorist of the school zone speed, S4-5 or S4-5a is a better alternative to Assembly D.

Chairman Mansourian asked for the Committee member's opinions on Monica's suggestion.

Hamid Bahadori stated that by eliminating Assembly D, the school zone would be reduced and in certain conditions an agency wants to inform the motoring public about the presence of a school in advance. The motorist needs to be informed the as early as possible.

John Fisher stated that Assembly D is required by the MUTCD.

Monica Suter stated that she liked the idea to inform the motorist earliest, however, in a 25-mph speed zone, Assembly D is not essential.

John Fisher stated that if there is a marked crosswalk with a Stop sign, then Assembly D is not required. However, if there is no control at the crosswalk, then Assembly D is required.

Monica Suter stated that in a 25-mph zone there is too much information, and motorists should be warned that they are in a 25-mph school zone.

Hamid Bahadori stated that most of the residential areas are not posted for a 25-mph speed zone, in which case you need to inform the motorist that they are in a school zone.

John Fisher asked that Assembly D be required before Assembly B.

Monica Suter responded that she would submit revised language.

Jacob Babico asked in which conditions the sign S4-5 or S4-5a would be used instead of Assembly D.

Monica Suter responded that it would be based on engineering judgement.

Joe Whiteford stated that in his opinion, the S4-5 or S4-5a sign is more effective to Assembly D to warn motorists that they are entering in a school zone with reduced speed.

Chairman Mansourian stated that Monica Suter has a proposal and the Committee needs to determine whether they recommend placing it on the agenda for the next CTCDC meeting as an action item.

Chairman Mansourian asked John Fisher what his thoughts were on the proposal.

John Fisher stated that that Monica has raised three issues as follows:

To review sizes for the supplemental school plaques. She suggested that the width of the "School" plaque to be same size of the pentagon (S1-1) signs.

All the Committee members agreed to place this item on the agenda.

John Fisher further added that the other two proposals are to amend Section 7B.08 and 7B.12 as mentioned above.

Some members stated that the Assembly D is required according to the Federal Manual and CA MUTCD and therefore there is no need of further discussion. Some members asked to place it on the agenda and asked Monica Suter to provide an exact proposal for the next meeting.

Action: Placed the item on the next CTCDC agenda.

Information Items

03-14 Numbering of Signalized Intersections

Chairman Mansourian asked Jacob Babico to update the Committee on the study submitted by the Coachella Valley Association of Governments (CVAG).

Jacob Babico stated that the CVAG has submitted their final study report and letters of support from the local businesses indicating that numbering of signalized intersections is an effective tool for the motoring public to navigate to their destination. He suggested accepting the report and allowing the use of the device continuously.

John Fisher stated that the report does not make any recommendation or conclusion. Therefore, there is nothing in front of the Committee to act upon.

Chairman Mansourian suggested to the Secretary of the Committee to contact CVAG and asked them to provide a conclusion of the report with recommendations.

06-A Section 1978 Streets and Highway Code (AB2002)

Chairman Mansourian stated that there is a new law AB2002 signed by the Governor, which would authorize County officials, with respect to any State or County highway within their respective jurisdiction and upon a resolution adopted by the respective County Board of Supervisors, to place and maintain, at or near the county line and at county expense, a sign stating, or to add to their existing signs, the statement "Where We Honor Veterans". The bill requires the approval of the Department of Transportation if those signs are on a state highway.

Chairman Mansourian stated that this is just information for the local agencies. They might get requests in future for these kinds of signs.

04-E California MUTCD Adoption (FHWA's MUTCD 2003 Revision 1, as amended by for use in CA)

Gerry Meis stated that this is to inform all the local agencies and consultants that as of September 26, 2006, the California Department of Transportation has adopted the California Manual on Uniform Traffic Control Devices (FHWA's MUTCD 2003 Revision 1, as amended for use in California), also called the California MUTCD, to prescribe uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of the California Vehicle Code Section 21400 and the recommendation of the California Traffic Control Devices Committee (CTCDC).

Off the Agenda Item

Jacob Babico stated that the County of San Bernardino would like to place signs at the State Route 127, "Possession or Transportation of Fireworks Prohibited" under SBCC 23.015/23.016. Jacob further stated that the sign request is on behalf of San Bernardino County Sheriff's Department, the California Department of Forestry and Fire Protection/Office of State Fire Marshal, San Bernardino County Fire Department, The Inyo County Sheriff's Department and Southern Inyo Fire Protection District. Jacob Babico stated that over 33 tons of illegal fireworks were confiscated in San Bernardino County over the past few weeks prior to July 4, 2006, by a special statewide law enforcement task force.

Jacob Babico stated that there are approved sign such as "Explosive or Flammable Materials Prohibited" and that sign can be modified to use as "Possession or Transportation of Fireworks Prohibited."

Chairman Mansourian suggested that if the sign is only for a particular state highway, then the best approach may be to ask for legislation. If the County does not want to go that way, then place this request on the CTCDC agenda for the next meeting.

Gerry Meis asked Jacob whether there is a County ordinance on this issue.

Matt Schmitz suggested that this is not a traffic control device and the Committee may want to leave it up to the local agencies, because by including all the non traffic control devices in the CA MUTCD, the document is getting bigger and bigger. This is a suggestion only, and the rest is up to the Committee.

Jacob Babico and Hamid Bahadori stated that there are too many signs out there which are not a traffic control device, however, they are in Federal MUTCD as well as in the CA MUTCD.

John Fisher suggested that that the sign language to be read as "Transporting Fireworks Prohibited" with County Code underneath it.

Chairman Mansourian suggested placing this item on the agenda for the next CTCDC meeting.

General Comments:

Chairman Mansourian stated that he would ask the Secretary of the Committee to ensure that the items be placed only on the agenda under action items, if there is complete information provided by an individual before closing the agenda.

John Fisher added that the agenda should have exact language for the item under action items for the Committee to take action.

Next Meeting:

The next meeting is scheduled for February 15, 2007 in Northern California.

Adjournment:

The meeting was adjourned at 2PM.